

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

**LISTING OF CLAIMS:**

Claims 1-7. (Canceled).

8. (Currently Amended) A device for impact sensing for a vehicle, comprising:

a first acceleration sensor mechanism situated on a bumper, wherein the first acceleration sensor mechanism is being situated between a crossmember of the bumper and a fascia of the bumper, and wherein the first acceleration sensor mechanism includes at least one acceleration sensor attached to the fascia of the bumper.

9. (Currently Amended) The device as recited in claim 8[[7]], wherein the first acceleration sensor mechanism includes two acceleration sensors, each having an offset to a center of the vehicle.

10. (Currently Amended) The device as recited in claim 8[[7]], further comprising:  
at least one additional sensor mechanism situated on the bumper.

11. (Currently Amended) The device as recited in claim 10[[9]], wherein the at least one additional sensor mechanism includes at least one of a piezo cable and an environmental sensor mechanism.

12. (Currently Amended) The device as recited in claim 8[[7]], wherein the first acceleration sensor mechanism is configured so as to acquire acceleration in a vertical direction of the vehicle.

13. (Currently Amended) The device as recited in claim 8[[7]], wherein the device is connected to a control apparatus for controlling equipment for protecting persons in such a way that the equipment for protecting persons is controlled as a function of a first signal of

the first acceleration sensor mechanism and a second signal, the second signal being one of an inherent speed or a relative speed.

14. (Currently Amended) The device as recited in claim 13 ~~[[3]]~~, wherein a second acceleration sensor mechanism is situated centrally in the control apparatus.